What is claimed is:

1) A novel water-in-oil emulsion fuel comprising of the components:
   A) hydrocarbonaceous middle distillate fuel, and
   B) hydrocarbonaceous middle distillate fuel additive comprised of water, ammonia hydroxide, a polyanhydride, and a mixture of fatty acids.

2) A novel water-in-oil emulsion fuel as recited in claim 1 wherein said hydrocarbonaceous middle distillate fuel constitutes by percentage by weight of the novel water-in-oil emulsion of a range from 95.0% to 81.0%.

3) A novel water-in-oil emulsion fuel as recited in claim 1 wherein said hydrocarbonaceous middle distillate fuel additive constitutes by percentage by weight of the novel water-in-oil emulsion fuel of a range from 5.0% to 19.0%.

4) A novel water-in-oil emulsion fuel as recited in claim 1 wherein said water constitutes a percentage by weight of the hydrocarbonaceous middle distillate fuel additive of a range from 0.0% to 25.0%.

5) A novel water-in-oil emulsion fuel as recited in claim 1 wherein said has water from which particulate impurities have been removed from it.

6) A novel water-in-oil emulsion fuel as recited in claim 5 wherein said particulate impurities are removed from the said water through the process of reverse osmosis.

7) A novel water-in-oil emulsion fuel as recited in claim 1 wherein said ammonia hydroxide constitutes a percentage by weight of the hydrocarbonaceous middle distillate fuel additive of a range from 10.0% to 20.0%.

8) A novel water-in-oil emulsion fuel as recited in claim 1 wherein said mixture of fatty aids constitutes a percentage of weight of hydrocarbonaceous middle distillate fuel additive of a range from 0.3% to 10.0%.

9) A novel water-in-oil emulsion fuel as recited in claim 1 wherein said polyanhydride constitutes a percentage by weight of the hydrocarbonaceous middle distillate fuel from a range of 3.0% to 10.0%

10) A novel water-in-oil emulsion fuel as recited in claim 1 wherein said polyanhydride is a polyalkenyl succinic anhydride.

11) A novel water-in-oil emulsion fuel as recited in claim 1 wherein said alkenyl group of the polyalkenyl succinic anhydride is a butylene compound.

12) A novel water-in-oil emulsion fuel as recited in claim 11 wherein said butylene compound is isobutylene.

13) In a combustion process wherein a water-in-oil emulsion fuel is subjected to combustion in the presence of air within a combustion chamber of a compression ignition diesel engine, a method of reducing the levels of Nitrogen Oxides (NOx) in the resultant exhaust gases of the diesel engine which comprises supplying to and burning in said combustion chamber of novel water-in-oil emulsion fuel as claimed in claim 1.

14) A novel water-in-oil emulsion fuel as recited in claim 1 in which the hydrocarbonaceous middle distillate fuel further comprises at least one element selected from the group comprising of dispersants, corrosion inhibitors, antioxidants, anti-rust agents, detergents, and lubricity agents.

15) A method for reducing nitrogen oxide emissions from a compression ignition diesel engine wherein a hydrocarbonaceous middle distillate fuel is combined with a hydrocarbonaceous middle distillate fuel additive comprised i) water, ii) ammonia hydroxide, iii) a polyanhydride, and iv) a mixture of fatty acids to form an emulsion fuel which is then subject to combustion in the presence of air within the combustion chamber of said compression ignition diesel engine.

16) A method for reducing nitrogen oxide emissions from a compression ignition diesel engine recited in claim 15 wherein said hydrocarbonaceous middle distillate fuel constitutes by percentage by weight of the novel water-in-oil emulsion of a range from 95.0% to 81.0%.

17) A method for reducing nitrogen oxide emissions from a compression ignition diesel engine as recited in claim 15 wherein said water constitutes a percentage by weight of the hydrocarbonaceous middle distillate fuel additive of a range from 0.0% to 25.0%.

18) A method for reducing nitrogen oxide emissions from a compression ignition diesel engine as recited in claim 15 wherein said water has at least a portion of particulate impurities present in said water removed from said water.

19) A method for reducing nitrogen oxide emissions from a compression ignition diesel engine as recited in claim 15 wherein said particulate impurities are removed from the said water through the process of reverse osmosis.

20) A method for reducing nitrogen oxide emissions from a compression ignition diesel engine as recited in claim 15 wherein said ammonia hydroxide constitutes a percentage by weight of the hydrocarbonaceous middle distillate fuel additive of a range from 10.0% to 20.0%.

21) A method for reducing nitrogen oxide emissions from a compression ignition diesel engine as recited in claim 15 wherein said mixture of fatty aids constitutes a percentage of weight of the diesel fuel additive of a range from 0.3% to 0.10.0%.

22) A method for reducing nitrogen oxide emissions from a compression ignition diesel engine as recited in claim 15 wherein said polyanhydride constitutes a percentage by weight of the hydrocarbonaceous middle distillate fuel from a range of 3.0% to 10.0%.

23) A method for reducing nitrogen oxide emissions from a compression diesel engine as recited in claim 22 wherein the polyanhydride is polyisobutylene succinic anhydride.

24) A method for reducing nitrogen oxide emissions from a compression diesel engine as recited in claim 15 wherein the hydrocarbonaceous middle distillate fuel is additionally combined with at least one component selected from a group comprising of dispersants, corrosion inhibitors, antioxidants, anti-rust agents, detergents, and lubricity agents.